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DATE OBTAIN	NED		DATE PRE	PARED	9 June 1	953	gaggagarannanyan r sirr kakadisir
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PAGES	3 ENCLOSURE	S (NO. & TYPE).	and the state of t	1 - one sk	etch on dit	to	
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25X1						/ N 1052	
	Air activity observincluded:	ved at Staake	en airrieic	irom I Apr	il through	6 May 1953	
25X1	1 and 2 April. Betshort intervals for				off in grou	ps of two at	
	3 April. From 4:30 tion were made. We	eather was 6,	/10 overcas	st.			25)
	4 April. From 3 to field lights were	o 9 p.m., switched on	and searchl	17 take- lights were	offs. Afte in operatio	r dark, the a	ir-
	7 Aprils No air accast with thunders		observed in	n the evenin	ng hours. V	eather was 8/	10 ove
	8 April. A Li-2 le	anded at 10:	30 a.m. and	1 12:50 para			
	9 April. Three Liwas overcast.	-2s made loca	el training	g flights be	etween 6 and	7:35 p.m. W	eather
	10 April No air	activity was	observed i	in rainy wea	ther.		
	ll April. Between fair.	2 and 7:30	p.m., only	one Li-2 la	anded at 7 p	.m. Weather	Was
	12 and 13 April.	There was no	flying exc	cept for a I	.i-2 which l	anded between	noon
(1	14 April. At 5:50	a.m.,		noise of a	a landing pl	ane, apparent	ly a
	15 April. No air	activity was	observed.	Weather wa	as rainy.	•	
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16 April. Between 10:30 and 11 a.m., two Li-2s took off for five circles over the field. After landing, the planes were parked in the southeastern corner of the installation in front of the hangars. Weather was fair.

17 and 18 April. Two take-offs and landings by Li-2s were observed about noon.

20 April, At 1:50 p.m., two Li-2s took off. They had not returned by 7:30 p.m. Between 5:30 and 6 p.m., five twin-engine planes, apparently II-12s,landed.

At 6:30 p.m., three Li-2s and five

I1-12s were seen in front of the hangars.

21 April. Five I1-12s were parked at the field. No air activity was observed.

22 April. Two L1-2s made local training flights of about 30 minutes' duration between 9:30 a.m. and noon/ Fifteen minute-flights were observed from 3 to 8:20 p.m.

24 April. Three Li-2s made local training flights in the afternoon. Weather was fair.

25 April. Between 9 and 10:40 a.m., five li-2s made local training flights of short duration. A Li-2 was observed aloft between 2 and 2:50 p.m. Five Il-12s were seen parked at the installation.

27 April. No air activity was observed. Veather was rainy.

28 April. At 9:30 and 11:10 a.m. and at 2:20 p.m., a Li-2 landed.

29 April. Only one landing was observed at 11:15 a.m.

1 and 2 May. No air activity was observed. Weather was fair.

4 May. Between 3 and 4 p.m., a Li-2 made local training flights. At 7 p.m., two Li-2s and an Il-12 parked in an open hangar.

25X1 Setween 2 and 4 p.m., Li-2s made local flights of 5 to 10 minutes* duration. Weather was overcast with intermittent rain.

6 May. In the morning, Li-2s made local training flights. At 2:30 p.m., an II-12 took off. The plane which was also marked by a horizontal trace stripe around its entire fuselage had not returned by 2 p.m.

25X1 four Li-2s and three Po-2s at the installation.

radio installation with one mast about 8 meters high and braced four times about 200 meters distent from the Falkensee25X1

Dallgow road toward the extension of the runway, by the side of the searchlight. Near the radio mast there was a temporary building about 8 x 5 meters.

Four black fuel tanks between the northern
tariway and the rational line. In early May, horth of the run-

taxiway and the railroad line. In early May, north of the runway, four earthwalls about 20 meters long and 2 meters high and between them two additional fuel tanks in the size of railroad tank cars.

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		≥ 3 1
	3.	On 1 April, trucks left the
25X1		field toward Deligow. One of the trucks was loaded with six soldiers who were black-bordered blue epaulets.
25X1		Wall was a second of the secon
25X1		
	40	On 4 May, a container with a capacity of 300 hectoliters was shipped to the airfield.
25X1		30 8.0 (1222-1323)
20/(1	5.	At 12:40 and 1:05 p./. on 17 April, a Li-2 and Po-2 respectively took
25X1	ı	off. The Po-2 lands again after about 50 minutes and then taxled to the flight control station. At 4 p.m., three Po-2s took off for a
25X1		45-minute flight over Stanken and Falkensee in right stagger formation. No air activity was observed between 8 and 11 a.m. on 7 May.
25X1		seven Li-2s at the field. Between 11 a.m. and 2 p.m. on
20/()		12 May, Tak-14s made local training flights. Three Li-2s were seen in the hangars. Ground parels were laid out at the eastern end of the run-
		way.
	,	A new fuel dump was being established at the northern edge of the field,
	6.	about 50 meters east of the former German fuel dump. A total of nine
		fuel containers, five of them newly shipped to the installation, were being dug in there. The new and the old fuel dumps were interconnected
		by a pipe line. The temporary loam building at the old fuel dump was being replaced by a wooden building 4 x 5 x 3.5 meters. A low wooden
25X1		building about 6 x 10 x 3.5 meters was seen in the area bordering on the
25X1		new fuel dump to the east, were seen.
25X1		•
	7.	On 29 April, of sever fuel containers seen on the northern edge of the field, four had been exected side by side with side supports.
25X1	8.	on 29 April, four Li-2s making about 30-minute training flights. Eight Li-2s, 4 Yak-14s and 2 Po-2s were parked at the field.
25X1	1.	Comment. The report indicates that there was no change in the
	_	status of the field, which continues to be occupied/elements of an air transport regiment vuipped with about 10 Li-2s. The II-12s observed
		on 20 April had prombly stayed only temporarily at the field. They were previously observed as tow planes for cargo gliders in September
		1951 and in Staaken is February 1952.
25X1	2.	Comment. For ketch of the enlarged fuel dump, see Annex.

SECTION

